

Support for Rockville' Pike Plan

Patrick Zimmerman

to:

rockvillepikeplan

04/08/2011 06:55 PM

Show Details

As a resident of Rockville, living at Maple Ave and Reading Ave, I would like to offer my support for the vision proposed in Rockville's Pike. Specifically, I believe the form-based code is a necessary, and inspired, part of the vision that will help transform Rockville Pike into a safe pedestrian environment that can still support vehicular traffic. The importance of creating a vibrant and healthy public realm cannot be understated as we work toward improving our built environment to create a more sustainable future. Form-based codes allow residents to understand what will be built before the development process begins, creating a high level of predictability in what the environment will ultimately look like. Additionally, form-based codes inherently support mixed-use development, which is important to creating a healthy built environment.

I also support the increased density proposed along Rockville Pike, as increased density actually creates a healthier built environment by concentrating development along established corridors and allowing natural areas to remain as such. I would like to recommend that the highest densities be reserved for established urban centers like downtown Rockville, and surrounding Metro stations, while locations not within walking distance of these transit nodes should be at lower densities and smaller scales.

I appreciate the effort that the city has undertaken in crafting the vision for Rockville Pike, and look forward to the acceptance, development, and implementation of this plan.

Patrick Zimmerman

702 Maple Ave, Rockville, MD 20850

**Testimony of Jason Goldblatt - Willco Companies
Planning Commission Hearing on Rockville Pike Plan
March 9, 2011**

Good evening, Jason Goldblatt, representative of the Willco Companies, the owner of the 6+ acre site located at the southeast corner of Chapman Avenue and Twinbrook Parkway. Willco acquired the property almost one year ago in April 2010, just over a year after the new Rockville Zoning Ordinance was adopted.

In general, Willco is supportive of the overall concept and direction of the draft Rockville Pike Plan. The Plan recognizes the fiscal benefits of an economically healthy Rockville Pike Corridor. It also supports development in areas proximate to Metro Stations and to this end, rightly acknowledges the need for the City to reexamine its APFO as it relates to both schools and traffic.

In terms of the Form Based Code, we would just quickly note that in order to be a truly form based code, the code should allow proposed projects that adhere to the Code requirements to proceed to development without a public process, irrespective of the size of the site. At the same time, we think it is virtually impossible as well as undesirable for a Zoning Ordinance to take a "one size fits all" approach as the Form Based Code does and believe that the recently adopted MXTD and MXCD Zones, in concert with a new Rockville Pike Plan, will yield the development desired by the County.

We would like to focus the majority of our testimony on the recommendations of our specific site. Unfortunately, as noted at the outset, because Willco did not own the Property at the time, we did not have the benefit of participating in the two-year RORZOR Zoning Ordinance revision process, which culminated in the comprehensive rezoning of a good part of

the City. Fortunately, the Rockville Pike Plan before you provides the opportunity to recommend that the Property, which is currently zoned MXCD, be rezoned to MXTD. Alternatively, if the Form Based Code is ultimately adopted, we would recommend that the street designations be revised from the current recommendation of Urban Center Streets to Urban Core Streets. This request is clearly justified based on the following:

1. The exclusive basis for seeking MXTD is to allow an increase in the maximum height level which is 75' under the MXCD to 120' as allowed in the MXTD Zone, in order to yield greater densities at this Transit-Oriented site.
2. The Property is located less than one-quarter of a mile from the Twinbrook Metro Station. This location, which places the Property within an easy two-block walk of the Metro, should be part of the Core Transit Area.
3. Buildings with a maximum height of 120' on the Property would be entirely compatible with the surrounding uses.
 - a. To the north - the properties located immediately to the north are zoned MXTD, which permits 120' and sometimes up to 150' maximum heights.
 - b. The Midtown Bethesda North Condominium building immediately south of the Property is 20 stories.
 - c. West - The properties are slated for the White Flint II Sector Plan. While not determinative, the White Flint I Plan permits heights of 200 feet for sites located a comparable distance from a metro station as these adjacent County sites.
 - d. East - Properties across the rail line are zoned Transit Mixed Use and Light Industrial and are recommended for mixed-use and continued industrial use, with heights to be determined at Site Plan.

4. The Property is nowhere in the vicinity single-family residence.
5. Twinbrook Parkway presents an arbitrary line for distinguishing zoning. The site should be zoned the same as sites immediately across Twinbrook Parkway.

We appreciate the opportunity to explain why greater heights are appropriate for the Property and look forward to further discussions with you on this matter. We will be submitting written comments to the record.

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**Testimony of Patricia A. Harris - Holland & Knight LLP
Planning Commission Hearing on Rockville Pike Plan
March 16, 2011**

Good Evening. Patricia Harris, with the law firm of Holland & Knight. My comments this evening are intended as an overview of our concerns and observations regarding the proposed Pike Plan and Form Based Code. I will be submitting for the record written testimony which sets forth in detail, concerns with respect to specific provisions of the Plan and Code.

In general, I am encouraged by the Rockville Pike Plan. To some extent, it picks up on many of the recommendations of the 1989 Rockville Pike Corridor Plan and advances those recommendations into the 21st Century. The Plan recognizes the importance of Rockville Pike as a retail corridor and also promotes the concept of concentrating mixed use development at Metro Station locations.

However, I do have issue with the Plan and Code's height recommendations for those areas in close proximity to the Metro Station. Areas within 1/4 of a mile of a Metro Station need to be priority number one growth areas and are the precise areas where Rockville's inevitable growth should occur.

The height recommendations severely undercut the objective of concentrating development at Metro Stations. Along Rockville Pike, the height recommendation

represents a 40% reduction over the current MXTD Zone. Rockville Pike is proposed as a 200' ROW - and as the City's consultant himself said, a general tenet of urban design is allowing buildings heights comparable to street ROW widths.

I want to focus my remaining testimony on the Form Based Code. As one of the handful of RORZOR "groupies" here tonight, who attended and participated in two years worth of meetings, I was more than a little surprised when the City proposed, less than two years after the adoption of the current Code pursuant to RORZOR, an even newer code for the Rockville Pike Plan area. My first question was "why?" -- what is wrong with the well thought out, MXTD and MXCD Zones - except that as a result of the economy they have gotten little use.

The Form Based Code is much too specific in terms of the permitted building design. It essentially dictates building design and leaves very little, if any, room for flexibility. Property owners should be afforded the latitude to design buildings, within reasonable code restrictions, in accordance with an individual design. In addition, projects that are greater than 40,000 square feet are still subject to the Site Plan review process. One of the basic premises of a Form Based Code, the streamlining of the process, does not even exist.

Before going much further, I would urge the City to closely examine what, if any, benefits the proposed Form Based Code provides over the existing Code. I would submit

that the existing MXCD and MXTD Zones, in concert with the Pike Plan, are the tools necessary for the City to achieve its vision.

Finally, a word about the APFO. If the City is not open to modifying its APFO to reflect Rockville's evolution away from a strictly suburban environment, there is no reason to continue considering the Pike Plan. The reality is -- employment and residential growth are going to occur. The City can elect to either bar all future growth and thus be adversely affected by the growth occurring around the City and the stagnation which will occur within the City, or elect to play an active role in how and where growth is to occur.

Testimony of Anthony Greenberg - The JBG Companies
Planning Commission Hearing on Rockville Pike Plan
March 16, 2011

Good Evening, Tony Greenberg with the JBG Companies. JBG is a long term property owner of a significant number of properties in Rockville, including Twinbrook Station, and 1700 and 1800 Rockville Pike, which are located directly across Chapman Avenue from the Twinbrook Metro Station and are subject to the Pike Plan. JBG's Twinbrook portfolio, though located in the County, is very much a part of the Twinbrook community. For these reasons our company is committed to the future of Rockville, and in particular, to the South Pike area of the Rockville Pike planning area. Accordingly, JBG has a significant interest in the recommendations and outcome of the Pike Plan, as well as the proposed Form Based Code.

JBG is encouraged by the overall recommendations of the Pike Plan. The proposed Plan recognizes the economic value of Rockville Pike and the importance of preserving and enhancing its value as a retail corridor. At the same time, the Plan also acknowledges the importance of concentrating development in Metro Station areas and that these are the precise areas where the future residential and employment growth of the City -- growth which is inevitable -- should be concentrated. We are encouraged by the Plan's vision that over time, these areas will become live-work-play destinations, which will result in a decreasing dependency on the automobile. JBG's primary concern with the Plan is the recommendation for Rockville Pike, which would preclude Bus Rapid Transit. We have been very involved in the White Flint Sector Plan which accommodates BRT in the median of Rockville Pike. BRT represents another future transportation advancement and the Pike Plan, if it does nothing else, should make sure BRT can become a reality.

The Pike Plan rightly recognizes that in order to achieve the future vision of Rockville, the City must revisit its APFO, as it relates to schools and traffic. While you have heard others suggest that the APFO should not be revised, the reality is that increases in both employment and residential populations will occur. If the City elects not to address the APFO and effectively place the City in a moratorium, all that will be accomplished is the City will be assured to experience all of the negative effects of growth immediately outside the City limits, such as congested roads as a result of through-traffic, and none any of the positives. Revision of the APFO, in concert with the Pike Plan, provides the opportunity to encourage growth where it is most desirable -- at Metro Station locations.

In terms of the Form Based Code, having participated very closely in the RORZOR process, JBG was very surprised to see this proposal as part of the Pike Plan. In 2007, the City embarked on rewriting the Zoning Ordinance, with the primary focus on the Rockville Pike zones. After two solid years and very many meetings, many of which JBG participated in to ensure that the end result was a workable zoning ordinance, the City adopted the MXTD and MXCD zones. These zones themselves are a variation of form based code, in that their primary focus is on the urban form. The most disconcerting aspect of the proposed Form Based Code is its very specific, prescriptive, one size fits all approach. By way of example, the Form Based Code would limit our choice of façade materials to four, and then proceed to limit the accent materials, which per the Code can not exceed 5 percent of the façade, to four types of materials. This micro managing approach to design stifles creativity and provides for no flexibility. In addition, it ignores the fact that every site is different and each will likely require some type of unique design response. We have a number of specific concerns with many of the requirements of the form based code and will be submitting those in writing with our written comments.

In closing, we would like to remind the City of the old adage -- if it is not broke, do not fix it -- which is directly on point in this case. We neither see, and nor have we heard, any justification or need for the City to consider a new zone at this time. Instead, we believe that the "new" MXCD and MXTD Zones, in concert with the proposed Pike Plan, are well suited to further the City's objectives.

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Rockville Pike Master Plan Testimony submitted by Rockville Economic Development, Inc. 4/13/11

As the economic development arm for the City of Rockville, REDI was asked by Mayor and Council members to review and comment on the proposed Rockville Pike Master Plan. Our focus is on building the tax base through economic development to fund City priorities, encouraging economic vitality in our business community, and providing opportunities for our residents to prosper.

The REDI board has met with Rockville staff and with some of the consultants. A REDI sub-committee was formed to review the plan in greater detail; this testimony was developed by the sub-committee and approved by the full board of directors. The focus of our remarks is overarching principles. There is also a level of detail in the plan that is not addressed in these remarks; it would require more time and resource than we had available.

Our initial impressions are that the proposed plan focuses on the Pike's transportation challenges, on an approach that will be used to regulate the built environment, and on the addition of housing. The plan proposes a multi-modal approach to the Pike, a complementary street grid in the South Pike area, and an acceptance of greater density at the Twinbrook Metro station. While REDI supports these positive components, we have some concerns about the viability of reaching these goals without some attention to the economics and an overall driving vision.

From an economic analysis perspective, several key questions need to be asked. "Does the plan create sufficient economic value for the City?" One way to answer that question is to understand the cost of both the required and desired infrastructure improvements proposed in the plan. What is the cost of both the required and desired improvements? What costs will logically be borne by the public sector and of that, what part by the federal, state, county and city governments? What funding sources are proposed, e.g., a tax increment financing (TIF) district, government obligation bonds, or other mechanisms? How much is expected from each funding source and when? How much of the infrastructure cost will be borne by the private sector? What funding sources will provide private sector money, e.g., residential and/or commercial property tax increases, special assessments, business improvement districts (BID's) or business management districts (BMD's), etc? How much is expected from each source, and in which years?

The answers to these questions are important because they will determine if the plan is economically feasible. And, if the plan needs to be modified, should it be by lowering the infrastructure costs or by increasing the tax base on which the revenue is dependent, i.e., by increasing density? These are questions that all stakeholders need to be engaged in, as was the case in developing the White Flint Master Plan. The memo of 2/12/09 from the Montgomery County Planning Department (M-NCPPC) to the Montgomery County Planning Board is a model of this type of analysis and an approach we heartily encourage be adopted for Rockville's section of the Pike.

REDI's position is that the discussion about the future of the Pike can only move forward in a meaningful way if it is data driven and fact-based. Some questions to gain further information on determining economic value may include, What are the trade-offs between public amenities, tax revenues and the likelihood that property owners will redevelop their parcels? What is the value to the

City in terms of tax revenues? Do the tax revenues generated by redeveloped properties cover the costs of the infrastructure? Do the tax revenues possibly add to the City's net revenues (as the White Flint revenues are projected to do for the County)? Or, will there be a need to supplement the costs from other revenue sources? REDI's recommendation is that this type of analysis must be done sooner rather than later. Once this analysis is completed then there can be an informed discussion on the basic trade-offs that make up the overall vision for the Rockville Pike

It is REDI's belief that very few if any of the existing properties meet the criteria laid out in the form code. In order for that vision to be realized, properties will need to be redeveloped by both large and small property owners. Can property owners realize sufficient economic return to warrant the substantial upfront investment required to redevelop a property? Clearly, the answer is partly driven by market forces. It can also be significantly affected by tax or fee increases. Can the plan deliver the desired level of public amenities at a cost a redevelopment project can feasibly absorb? If not, then the promise and potential of the Rockville Pike plan will never be realized. REDI suggests the City either support an in-depth discussion, e.g., a weekend retreat, by representative stakeholders (property owners, business owners, residents and government) to work through these issues and/or, at the very least, add a public work session with property owners and businesses so their realities are well understood.

This plan envisions retail as a primary use on the Pike in the near term. The plan submits that the Pike is a significant retail destination today, and so it is logical to believe that it will be one in the future. Wishing it so, will not make it so. REDI is concerned that the plan does not provide the vision, flexibility or inducements to support the desired retail outcome for the long-term. Although there are many benefits to the form code approach that is recommended in the plan, it is still a very prescriptive approach. If the plan is to create a truly exciting, vibrant environment, then it needs to shed more elements of the current land use approach where the vision is lost in the delineation of what is allowed and prohibited. There will need to be some inducement for the public to come to an area to spend money, and retail has long relied on the concept of anchors to provide this inducement. REDI does not see the concept of anchors, a la a mall or Rockville Town Square, in the plan. What assurances are there that national chains (the proposed anchors) will be willing to conform to a uniform built environment with hidden parking? Where is the acknowledgment that auto dealerships are today's key anchors for the Middle and North Pike ... and that they certainly can exist in urban settings, as they do in Shanghai, Berlin and Bethesda? Where is the evening activation so that retailers get several times each day to reach customers, and so that the residents of the new housing feel safe after dark with more feet on the street? Where is the acknowledgment that retail is changing ...two significant trends are on-line shopping and the mixing of retail and social interaction (as seen at Politics and Prose, Room and Board, etc.)?

REDI believes the plan needs to create a vision, describe the desired character of the built environment and then provide the flexibility for it to be achieved. The existing plan is simply too prescriptive, a with details that severely limit the potential outcomes. For example, the 40' required store depth effectively kills the possibility of small service retailers like newsstands, shoe repair shops, etc. The components of the plan that support retail as a primary use on the Pike need to be reworked with much more input

from the retail sector...from all of the retail sector...to assure that the plan has the flexibility to encourage a strong retail environment on the Pike for the next 30 years.

As an economic development organization, REDI thinks about job creation, about how many jobs are created and at what average wage. REDI believes the amount of retail envisioned in the proposed plan is approximately equivalent to what exists today. Additional jobs should allow people to work where they live. If that is a shared goal, then the plan needs to incorporate strategies for job creation at wages that will allow people to afford Rockville's cost of living. As an example, the Twinbrook/Parklawn area is already called NIH-North and is populated by government labs and offices, as well as suppliers to the federal government, with average wages that were listed at \$80,000+ several years ago. The federal guidelines are fairly specific about the types of buildings needed, e.g., setbacks, in order to meet their security and size requirements. Again, REDI fears that the plan is so prescriptive that it effectively excludes Rockville from competing for that sector. We believe it is important to provide both the flexibility and the incentives to attract these and other high-wage job sectors, rather than provide obstacles for them.

The plan is quite robust in its attention to the South Pike area. The transportation options, street grid, greater density, etc. make effective use of the Twinbrook Metro station and larger land mass. The Middle and North Pike sections pose more significant challenges as they are more constrained. The plan suggests that those sections might be good homes for local retail and small businesses. REDI believes there are some parcels that are large enough to function as anchors for a compelling vision and that more work needs to be done in order to realize the full potential of those sections.

Finally, and probably most importantly, the REDI Board of Directors urges you to slow down the process. The current plan is a good starting point. However, the plan is complex and dense, even for people who follow these topics. It is unrealistic to expect the general public, whether business owner or resident, to spend the time to absorb the entire master plan and develop cogent commentary. It cannot be absorbed from an evening's presentation. The REDI executive director has spent over 35 hours reading, thinking and writing about the plan and is far from being an expert on it; most people simply cannot afford to make that commitment. REDI's recommendation is to organize a thoughtful, intensive retreat of stakeholder representatives similar to the approach used during the planning for Rockville Town Square. For RTS, seventy-five (75) stakeholders representing a variety of groups (residents, business owners, the development community and government) met for a full weekend of intense discussion. We believe that Rockville Pike deserves the same consideration and a lot more time to get it right.

We urge the planning commission to support a complete analysis of the proposed tax base; the need for an infrastructure improvement cost analysis; providing a vision for the retail of the future; enabling the creation of high-paying jobs through a flexible environment; exploration of all of the Pike's possibilities including the Middle and North Pike sections within the context of surrounding change; and a measured and thorough process that allows thoughtful, informed and meaningful participation of all the stakeholders. REDI's interest is in assuring a Rockville Pike Master Plan that will work for everyone; residents, businesses, and visitors. A slower methodical process which engages all of the stakeholders and considers the points raised above would be welcomed.

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April 15, 2011

VIA ELECTRONIC MAIL

John Tyner, Chair
Rockville Planning Commission
100 Maryland Avenue
Rockville, Maryland 20852

Re: Rockville Pike Plan

Dear Chairman Tyner and Members of the Planning Commission:

As we testified at the Planning Commission hearing on March 16, 2011, we are encouraged by the proposed Rockville Pike Plan that picks up on many of the recommendations of the 1989 Rockville Pike Plan Corridor Plan and advances those recommendations into the 21st Century. The proposed Plan recognizes, for the most part, the importance of Rockville Pike as a retail corridor and also promotes the concept of concentrating mixed use development at Metro Station on locations.

We wanted to take this opportunity to highlight three concerns with respect to perhaps the most basic component of the Rockville Pike Plan -- Rockville Pike. These concerns pertain to visibility, parking and the inconsistency between the County and City's Rockville Pike section.

The issues of visibility and parking relate to Rockville Pike's primary function as a retail street. Rockville Pike offers some of the most valuable retail real estate in the Washington metropolitan region and has been able to successfully and consistently attract high quality retail tenants. Successful retail establishments are critical to the area's economy and it is important that the recommendations of the Rockville Pike Plan work to promote this retail success. For this reason, we request that the City revisit the Pike Plan's recommendations with respect to two important issues: assuring visibility of retail establishments and providing convenient, accessible parking in proximity to the stores along Rockville Pike.

Visibility: The death knell to a retail establishment is lack of visibility. Undeniably, there are certain retail stores that are clearly "destinations." The customer makes a deliberate choice to frequent such a store and in doing so makes a special trip, armed with the precise location of the establishment. The reality however for the vast majority of retailers is that they are reliant upon the impulse customer. This is the customer whose snap decision determines whether they are to

frequent a store. For these retailers, visibility of the retail establishment is absolutely critical to its success. Based on the current proposed Rockville Pike section, stores along Rockville Pike will be setback more than 58 feet from the major section of the roadway, thus compromising their visibility. This disadvantage is then exacerbated greatly by the proposed double row of trees located on the service median and in front of the buildings. While we recognize the benefits that trees can provide, there needs to be a balancing of objectives and the desire to have a heavily treed boulevard is inconsistent with ensuring the economic vitality of the retail uses along the Pike. Thus we request that the City reevaluate this component of the Pike Plan.

Parking: It is absolutely critical that an adequate number of parking spaces be located in close proximity to, and within visual range of, the entrance to ground floor retail establishments. It has been demonstrated over and over that successful retail stores need to provide their potential customers with convenience parking. While there will likely not be a sufficient number of spaces to accommodate all potential customers, there needs to be enough spaces to create the perception that a customer may be fortunate enough to get one of these spaces. These parking spaces have often been referred to as "teaser parking" but they serve a very critical purpose.

We support the Plan's overall vision which works to eliminate retail stores surrounded by a sea of parking. On the other hand, there needs to be a balance between the present situation with an excess of visible parking and the current Plan proposal which would effectively eliminate all but a very few number of spaces. More specifically, the proposed Rockville Pike Plan provides for very limited parking outside the Rockville Pike establishments and then only on the far side of the service road. In order to provide additional retail parking, we urge the City to evaluate alternatives, including spaces along both sides of the service road, parking configurations other than parallel spaces, and limited spaces along the property frontage, inboard of the property line.

Rockville Pike Section

We remain concerned with respect to the inconsistency between the County and City's plans for Rockville Pike and the difference in the two road sections. Most importantly is the inability of the City's section to accommodate the future Bus Rapid Transit ("BRT"). The proposed Rockville Pike Plan will likely remain in effect for more than twenty years. If the Rockville Pike Plan does nothing else, it should provide accommodations for this alternative mode of transportation. It is absolutely inconceivable to imagine that the City would adopt a long term Plan that does not facilitate the future use of BRT. The long term viability of the region, including the City, is dependent upon the development of alternative transportation modes and we urge the City to work closely with the County and SHA to this end.

We appreciate the opportunity to highlight these concerns and look forward to hearing the Planning Commission's thoughts during the upcoming worksessions.

John Tyner, Chair
April 15, 2011
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Exhibit No 86

Sincerely,

HOLLAND & KNIGHT LLP



Patricia A. Harris

cc: Mr. David Levy
Ms. Mayra Bayonet
Ms. Cindy Kebba
Mr. Tony Greenberg
Mr. Dan Outen

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April 18, 2011

Mr. John Tyner
Chair
City of Rockville Planning Commission
c/o Community Planning and Development Services
Long Range Planning
111 Maryland Avenue
Rockville, MD 20850

Re: *Rockville's Pike: Envision a Great Place*

Dear Mr. Tyner:

Thank you for the opportunity to comment on the *Rockville's Pike: Envision a Great Place* ("Plan"). In general, the Washington Metropolitan Area Transit Authority ("Metro") supports the establishment of vibrant, mixed-use, transit oriented communities at and around our Metrorail stations. In this regard, Metro is supportive of the Plan's goal of transforming the Rockville Pike corridor into an attractive walkable area that seeks to create a sense of place and encourage transit use. We concur with the Plan's transit goals of providing better connectivity to Metro's transit network, and improving the function and aesthetics of transit infrastructure within the Rockville Pike study area.

Metro staff has been working closely with County representatives to improve bus service along the county's most important transit corridors one of which has been restructuring the Q2 service from Shady Grove to Silver Spring via Rockville and Wheaton. In all of Metro's collaboration with the County representatives, Metro has promoted implementation of bus priority treatments to achieve economic, environmental and operating benefits. Metro staff is pleased to see the recommendation to redesign the segment of Rockville Pike in the study area into a multi-way boulevard with dedicated transit lanes. This serves as recognition of the importance of giving priority to transit and balancing the various transportation modes.

Metro staff recommends that the City of Rockville coordinate their vision for Rockville Pike with the adopted White Flint Sector Plan and with the County's Bus Rapid Transit feasibility study. While there is limited bus service operating along the Rockville Pike corridor between Bethesda and Shady Grove today, studies are underway to evaluate a more comprehensive enhanced bus network throughout the County. Metro thinks that bus service should play a more prominent role in supporting growth envisioned along Rockville Pike as well as other areas in the County. Close coordination and collaboration on how to transform Rockville Pike will be key in ensuring that transit is an attractive and cost effective transportation option that supports growth and serves the mobility needs in the corridor.

**Washington
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*A District of Columbia,
Maryland and Virginia
Transit Partnership*

Mr. John Tyner
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However, Metro staff has concerns with the specific Rockville Pike cross section recommended in the Plan as it pertains to the location of the dedicated bus lanes. The alternatives show the dedicated transit lanes in the access roads which would require buses to merge into the primary road near the intersections. This raises the question of how buses would safely cross the travel lanes to make left turns from Rockville Pike onto local streets. Metro staff does not think this type of configuration is operationally feasible from an efficiency or a safety perspective. Metro staff recommends that the bus lane be relocated to the outside lane of the primary road to reduce conflicts and allow efficient bus travel through the intersection. This would require shifting the medians toward the sidewalks to create the dedicated bus lane in the primary road and locating the bus stops to the medians, very similar to bus stops on K Street in downtown DC.

While Metro staff would prefer to separate the buses and bikes, we recognize in an urban environment that is not always possible. However, the 13-foot combined bus/bike lane is not wide enough for the shared function. Metro recommends that a combined bus/bike lane be 15-feet wide to allow for a bike to safely operate in a shared environment. A 12-foot wide lane excluding striping and gutter pan would be sufficient for a bus only lane. The Plan shows near side bus stops, however, Metro's guidelines recommend far side stops where possible to move buses more efficiently.

In further recognition of the importance of the dedicated transit lanes that the Plan recommends, we want to call your attention to the enormous payoff that can be realized with respect to increasing bus reliability and travel speeds by making improvements to roads to give greater priority to bus transit. Across the county, reduction in travel times of 25 percent has been achieved through very modest combinations of queue jumps, signal prioritization, service modification, and improved passenger information. These improvements have resulted in significant ridership increases, of up to 40 percent. The benefits resulting from these improvements are not only environmental, but also economic – increasing average bus operating speeds from 8 miles per hour to 12 miles per hour – means up to 50 percent more bus transit service for each dollar of public support.

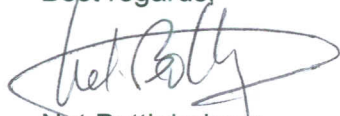
Metro supports the Plan's goal of making transit a more attractive option by increasing convenience for Metrorail and bus riders through improved connections from the neighborhoods and commercial/retail centers to transit along the Pike. Metro is interested in enhanced bus facilities along Rockville Pike in the study area to the extent practical and would encourage reference to Metro's *Guidelines for Design and Placement of Transit Stops* in the Plan. These guidelines recommend the size, location and amenities that should be included at a bus stop. Metro staff will provide these guidelines to City staff.

Mr. John Tyner
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Metro would also like to see good connections between new development and the Twinbrook and Rockville Metrorail stations focused on pedestrians and bicyclists including wide, safe, and well-lit sidewalks and paths. We feel that improvements to the pedestrian and bicycle environment are key elements to providing good transit access. Metro staff recently completed the *Metrorail Bicycle and Pedestrian Access Improvement Study* which identifies strategies that will enhance bicycle and pedestrian access and connectivity, and provides recommendations for a range of physical infrastructure improvements to encourage more walk and bike trips in and around Metro stations. Our goal is to facilitate growth in the pedestrian and bicycle access modes by improving bicycle and pedestrian facilities at the Metro stations and removing barriers between the stations and the surrounding communities.

In conclusion, Metro supports approval of the *Rockville Pike: Envision A Great Place*. We appreciate the opportunity to participate in the planning process and look forward to continuing to work collaboratively with representatives of the City of Rockville and the County at all levels of government to meet our mutual development and transit operating needs. If we can provide any additional information, please do not hesitate to contact me at 202-962-2730 or Robin McElhenny at 202-962-1114.

Best regards,

A handwritten signature in dark ink, appearing to read "Nat Bottigheimer", written over a large, loopy, circular flourish.

Nat Bottigheimer
Assistant General Manager
Department of Planning and Joint Development

STATEMENT TO THE PLANNING COMMISSION ON THE
PROPOSED ROCKVILLE PIKE PLAN
ON BEHALF OF THE WEST END CITIZENS ASSOCIATION

A. Introduction and Background. – In 2007, the City retained a team of consultants to study and draft a Plan for the redevelopment of the 2.2-mile portion of the Rockville Pike that lies south of the Town Center. The consultants, at a cost of \$547,000, have now issued a document called “Rockville’s Pike: Envision a Great Place.” This Rockville Pike Plan, or Plan, scheduled for adoption this year is the subject of this Statement.

WECA, which consists of slightly more than 1,500 households, is Rockville’s largest and oldest neighborhood association. It abuts the town center and its residents would be adversely impacted if the City should adopt the proposed Pike Plan. A draft of this Statement, which embodies testimony by individual residents of WECA to this Commission at various hearings, was distributed to WECA’s board of directors along with everyone on WECA’s listserve. Following comments and suggestions, it was revised and adopted as WECA’s official position at its regular board meeting on April 28.

B. Statement of Facts. – The Rockville Pike is but a small portion of State Route 355 that is one of the principal thoroughfares between

Frederick and the District of Columbia (the other is I-270). The Pike is one of Montgomery County's most traveled roads. Since World War II, the Pike has evolved from a two-lane country road to a major commuter and commercial thoroughfare. Even the small part of Route 355 that goes through Rockville is not subject to the City's sole control; control over this thoroughfare is shared with the State and the County. At present, the Pike, carries 54,000 vehicles per day, which at critical times results in gridlock. Five of the principal intersections of the Pike within the City are rated "failing." Of the six public schools within the Richard Montgomery Cluster within the City the enrollment of five already exceeds more than 110 percent of capacity and within the next five years this figure will increase so that attendance of one school will exceed 155 percent. Graphs of the current and projected school populations of the Richard Montgomery Cluster compiled by the Board of Education are appended to this Statement.

SUMMARY OF WECA'S CRITICISM OF THE PIKE PLAN

In addition to our general criticisms discussed below, the Pike Plan is fatally flawed for three reasons: (1) it is based on the illusion that Rockville's partial control of a small section of State Route 355 can

convert the Pike into a “grand boulevard” that would benefit the residents of Rockville; (2) the Form Code created by the Plan would gut Rockville Adequate Public Facilities Ordinance. The APFO was designed to assure that all development within the City fits within its infrastructure; and (3) by ceding effective control over development projects to the City’s Chief of Planning, it creates, in effect, a planning czar, and by creating a power broker called the “Town Architect,” the Plan would destroy Rockville’s residents’ ability to become truly involved in the governance of the City, contrary to the recommendations of the City’s Communications Task Force.

DISCUSSION

We note at the outset that the Plan, which obviously is the product of much thought, attempts to address the traffic problems now present along the Pike. For example, the Plan recognizes that traffic congestion along the Pike is close to saturation at certain times of the day; the area lacks a connected street network; safety for pedestrians, cyclists, and motorists is inadequate; and that the streetscape along the Pike needs improvement to enhance the attractiveness and accessibility of the Pike’s stores and restaurants. That said, the Plan’s recommendations threaten to destroy the civic development that residents demanded when, in 1996, hundreds of City

residents participated in a “visioning” process that resulted in the creation of Town Center Action Team. In response to residents’ suggestions, TCAT envisioned a new mixed-use area in the Town Center with moderate density that would be built around a new state-of-the-art public library fronting on a communal plaza. This area would feature small stores, restaurants and a grocery. The library, the residencies, stores, and public garages were built, along with the plaza, but many of the stores and restaurants have been struggling; the grocery has yet to appear.

Furthermore, the Plan contains other critical omissions. First, it fails to recognize that two large, strategically-located parcels adjacent the Town Center remain undeveloped. The first is the 3.14-acre Duball tract facing the Regal Cinemas. The Duball tract represents a developer’s vision of a combination of high-rise buildings that would house a hotel, offices, and condominiums. Although this Commission has granted extensions of time to the developer, this rosy Duball project remains a parking lot. The other tract is the Town Center Phase II tract, located on a 17-acre triangular parcel north of Beall Avenue. It includes the old Giant supermarket site (3.07 acres), and the Bank of America parcel (2.14 acres). Not only is this tract undeveloped, it is a major eyesore. Rather than satisfy the demands of developers to promote and enable massive development of the Pike south of

the City center, we believe that the City might consider examining the development of these two areas within the City's Town Center and to make them more accessible and welcoming to travelers on the Pike. Rockville has already made a major investment in creating the Town Center, and in particular its garages, all of which represent a continual burden on the City's taxpayers. The interests of residents of the West End, along with other Rockville residents would not be served by promoting the kind of large-scale development along the Pike envisioned by this Plan.

Furthermore, the Plan fails to contain an implementation plan, which would include the time line and stages of implementation and – most importantly – an explanation of how it would be financed. Any plan for the Rockville Pike must show how the contemplated improvements will be paid for. Both money and cooperation must come from the State and the County. We note that their testimony to this Commission submitted on April 13, 2011, at the request of the Mayor and Council, Rockville Economic Development, Incorporated, identified the total absence of an economic analysis of the proposed plan. We concur that the benefits and costs to all participants -- city residents, developers and owners of land along the Pike -- need to be identified and put forward for comment before further consideration is given to the plan. Without a sound analysis no one can

know whether the proposed plan is sound or just a fantasy that will have adverse consequences for the City. Rockville's citizens should not be asked to support an ambitious undertaking without understanding the financial burden they are being asked to assume.

We now explain the principal failings of the Pike Plan.

1. The Plan's vision of converting the 2.2-mile portion of Route 355 that lies south of the City center into "grand boulevard" is illusory and would be detrimental of the interests of the City's residents. – At the outset, none of the six thoroughfares to which the Plan refers is remotely comparable to the Rockville Pike because none of them serve as commuter roads as does the Pike. Only by recourse to an incredible stretch of one's imagination can the Rockville Pike be compared to the Champs-Elysees in Paris or the Paseo de Gracia in Barcelona. The Champs was built in the mid-nineteenth century when Napoleon III hired Baron Haussmann to raze about 60 percent of medieval Paris to create a network of broad boulevards. The Paseo, likewise built in the mid-nineteenth century, is the most expensive street in Spain. The Esplanade in Chico, California, which is located on the edge of the Sacramento Valley, one of the world's largest and most productive agriculture areas, is not comparable to Rockville. Finally, neither the two Brooklyn streets

to which the Plan refers, Ocean Parkway and Eastern Parkway, nor K Street in downtown Washington compares with the Pike, because, like the Champs, the Paseo, and the Esplanade they are neither major commuter routes, nor do they border their communities' major residential neighborhoods. For example, shopping in the Brooklyn neighborhoods is done at local stores almost completely by foot, not by automobile as in Rockville. For major purchases Brooklynites shop in "the City" – Manhattan -- almost exclusively by subway, just the way the Brooklyn's residents commute to the City's financial and commercial districts.

2. The Plan's idea of discarding Rockville's current zoning by allowing a higher level of density along this section of the Pike violates the policies that are embodied in the City's Adequate Public Facilities Ordinance, and would not produce revenue for Rockville. – The City adopted the APFO expressly to require that any development must not exceed the City's infrastructure, especially its road and school capacity. For that reason, the court in *Anselmo v. Mayor and City Council of Rockville* (Ct. Sp. App., Aug. 25, 2010), by invalidating the City's issuance of a use permit for the construction of a low and moderate-income project adjacent to the Town Center, explicitly recognized that the APFO represented an important planning tool that the City was bound to obey.

Developers have always considered the APFO as a thorn in their side. They refuse to recognize that the City enacted this ordinance in order to limit development within the City to the capacity of its infrastructure for the simple reason that the City's residents have determined that development must be responsible and not destroy their way of life and their property values and, most importantly, the quality of education for their children. The City does not control school construction, the County does. Accordingly, any major development in Rockville depends on decisions by the County. Rockville would be ill advised to authorize major projects upon the hope that the County might later satisfy Rockville's demand for schools. This is especially important now that the County is experiencing a severe financial crisis.

Developers and owners of properties located along the Pike who spoke at the hearing were united in their opposition to the APFO. In taking this position, they effectively said that they do not support adequate school facilities for new or current residents. We would hope to have more enlightened developers who would join Rockville's residents in preserving educational standards and creating an infrastructure that supports new residents, not high-density development that degrades the quality of life in Rockville. The APFO must be preserved.

The Plan fails for the additional reason that most of the contemplated revenues from the proposed development along the Pike would accrue to the State and the County, not Rockville. In 1989, the Mayor and Council adopted a Rockville Pike Plan that encouraged moderate development along the Pike under strict development guidelines. The proposed Pike Plan would discard the old plan and substitute, instead, a dense commercial development with a residential component that copies the kind of major development at Crystal City and Rosslyn that mars Northern Virginia.

The Plan fails for the additional reason that it would not produce additional revenue for the City. As former Mayor and Councilmember, Jim Coyle, pointed out in his testimony to this Commission on March 16, in 1989 the Mayor and Council passed a Rockville Pike Plan that was designed to allow reasonable development under a set of guidelines. The 1989 Plan reduced building height allowances and rejected proposals for uncontrolled density. This Plan reflected residents' concerns that increased density coupled with an expanded transportation network would threaten neighborhoods near the Pike and create even more congestion. WECA, along with Rockville's other residents, do not favor creating the kind of intense development that is now planned for White

Flint and North Bethesda. In his testimony, Mr. Coyle showed that the proposed Plan would consume an increasingly significant portion of the City's tax base and cause major unreimbursed costs to the City – all of which would threaten its residential character.

The plain fact is, as Mr. Coyle showed, that the contemplated sales tax revenues from the proposed development along the Pike would go to the State, not the City. In fact, the State and the County receive five times the revenues from development than does Rockville. See Pike Plan: Model Sites Program Summary Analysis: Table 8.13. To make matters worse most of the residual costs from the redeveloped Pike would fall on Rockville's residents. The Pike Plan's expansion would create monumental increased costs in associated infrastructure – for the environment, public safety, code enforcement, planning, lost retail revenue in the Town Center – and these costs would be borne by Rockville's residents.

3. The Plan's scheme to delegate project approval to the Chief City Planner and a newly-created official called the "Town Architect" would contravene the suggestions for additional civic involvement by the Communications Task Force. – The Pike Plan, in the Proposed Form Code, implementation section, recommends "streamlining the

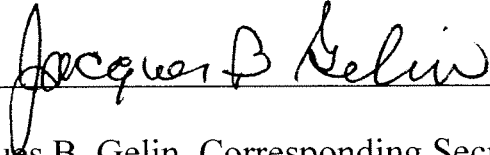
development approval process,” by establishing the position of Town Architect. The Plan seeks to accomplish this “streamlining” process by allowing projects to be approved by the Chief of Planning, upon the recommendation of the Town Architect and a Development Review Committee. In effect, the Plan would vest in City staff members the power to approve all developments along the Pike, eliminating the roles of this Commission, the Board of Appeals, and the Mayor and Council. This would contravene the recommendations of Communications Task Force that sought to ensure citizen participation in the City’s governance, not to remove them from the decision-making process. The Form Code is objectionable on the additional ground that it converts the City’s zoning ordinance from a standard to a mere guidance document under which the Chief of Planning needs only to consider, subjectively, when a development application meets with his interpretation of the “intent” of the code.

CONCLUSION

For the foregoing reasons, WECA urges that this Commission should reject the recommendations of the Pike Plan in their present form.

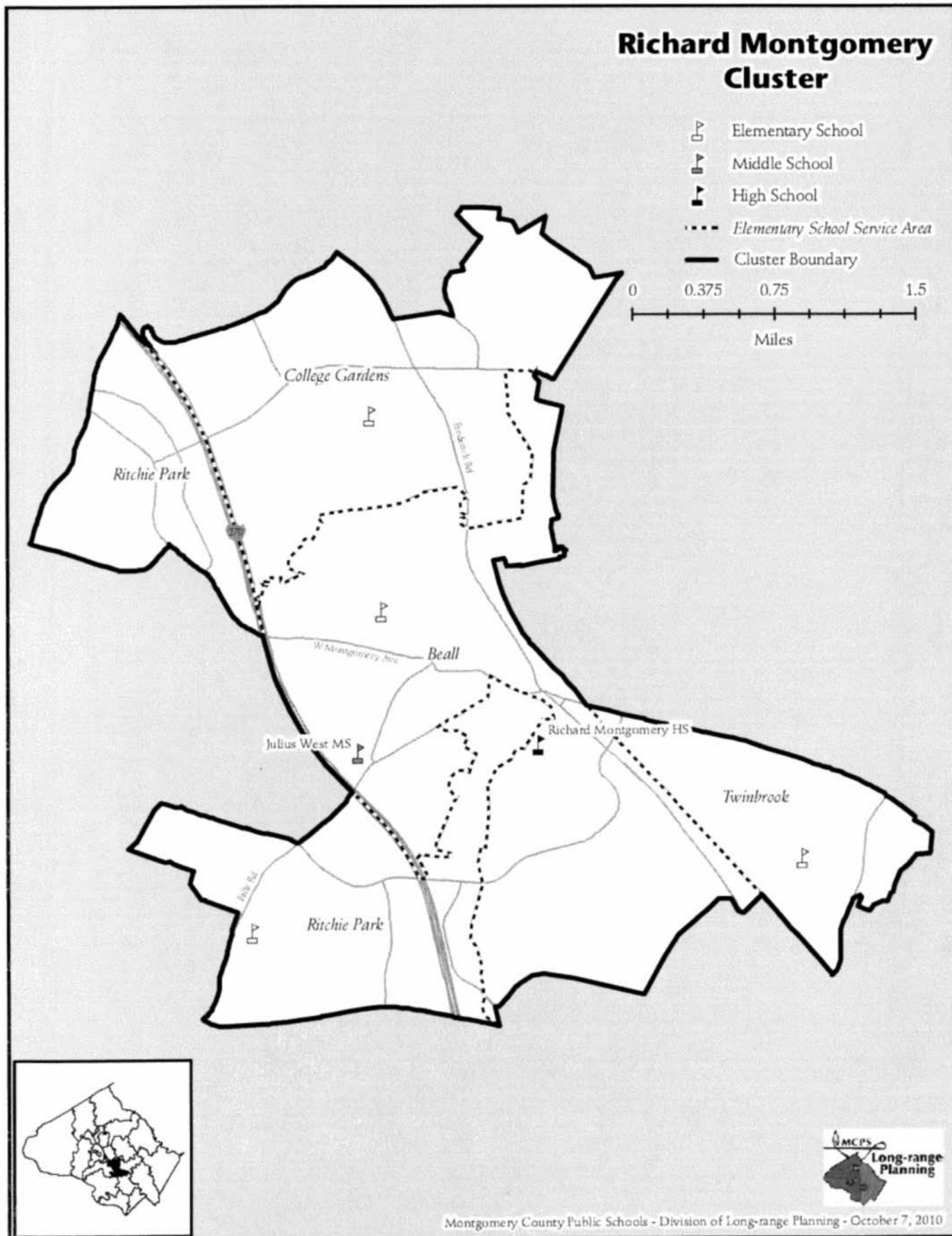
Respectfully submitted,

WEST END CITIZENS ASSOCIATION

By  _____

Jacques B. Gelin, Corresponding Secretary

May 28, 2011



RICHARD MONTGOMERY CLUSTER

CLUSTER PLANNING ISSUE

Student enrollment at elementary schools in the Richard Montgomery Cluster has increased dramatically over the past three school years. In order to address the overutilization at the elementary schools, facility planning funds were approved in the FY 2011–2016 CIP to study possible additions at Ritchie Park Elementary School during the 2009–2010 school year and Beall and Twinbrook elementary schools during the 2010–2011 school year. The magnitude of enrollment growth in the cluster now requires a new elementary school. Therefore, it is recommended that a feasibility study be conducted during the 2010–2011 school year for a new elementary school at the site of the former Hungerford Park Elementary School, located at 332 W. Edmonston Avenue in the City of Rockville. By conducting the feasibility study this school year, a recommendation for planning and construction funds can be requested in fall 2011, as part of the FY 2013–2018 CIP.

There are two other elementary school sites located in the Richard Montgomery Cluster that were reviewed in developing the recommendation to open a new school in the cluster—one in the King Farm community, south of Redland Road, and the other in the Falls Grove community. These schools sites are located in the northern edges of the cluster in contrast to the Hungerford Park location that is centrally located in the cluster. A central location is important to addressing the overutilization of all the schools in the cluster, and in developing future school boundaries for the new school that will help minimize transportation time and distance for students.

In addition to a new elementary school, the magnitude of space deficits in the Richard Montgomery Cluster may require one or more classroom additions at Beall, Ritchie Park, and/or Twinbrook elementary schools. Although College Gardens Elementary School also is overutilized, no addition is feasible at College Gardens Elementary Schools because it was built out to the core capacity of 740 when it was modernized in 2008. With the completion of all of the capacity studies, a comprehensive plan to address the overutilization in the Richard Montgomery cluster elementary schools will be developed as part of the FY 2013–2018 CIP in fall 2011.

To address the overutilization at College Gardens Elementary School, it is recommended that the Chinese Immersion Program, which is currently located at this school, be relocated to the new elementary school when it opens. By relocating the program to the new school, approximately 150 students would be reassigned out of College Gardens Elementary School, alleviating most of the space deficit projected for College Gardens Elementary School. In addition to relieving the overutilization at College Gardens Elementary School, the relocation of the program would minimize disruption to the College Gardens Elementary School service area. Furthermore, the

location of the new school will continue to provide the Chinese Immersion students a centralized location in the county, and in a new facility.

In a few years the wave of increasing elementary student enrollments will reach the middle school level. Julius West Middle School enrollment is projected to exceed the school's capacity by over 300 students by the end of the six-year planning period. Therefore, it is recommended that a feasibility study be conducted during this school year, to determine the feasibility, scope and cost of an addition at the school. At the high school level, enrollment will not exceed the projected capacity throughout the six-year planning period.

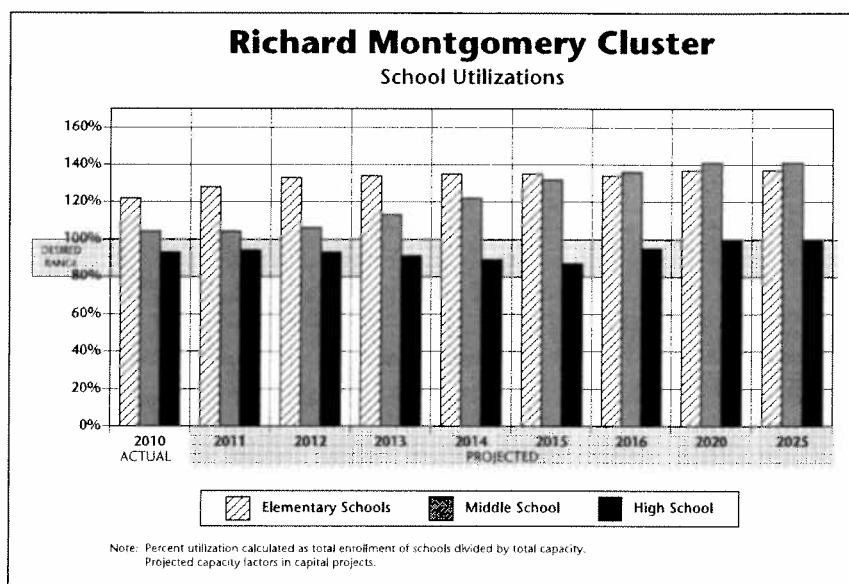
SCHOOLS**Julius West Middle School**

Capital Project: Projections indicate enrollment at Julius West Middle School will exceed capacity by over 300 students by the end of the six-year planning period. A feasibility study will be conducted during this school year to determine the feasibility, scope, and cost for a classroom addition. Relocatable classrooms will be utilized, when needed, until additional capacity can be provided.

Capital Project: Restroom renovations are approved for this school for completion in the 2011–2012 school year.

Beall Elementary School

Capital Project: Projections indicate enrollment at Beall Elementary School will exceed capacity by more than four classrooms throughout the six-year planning period. An FY 2011 appropriation was approved for facility planning funds to determine the feasibility, scope, and cost for a classroom addition. As discussed above, in the Cluster Planning Issue section, if an addition is recommended as part of the comprehensive plan for



RICHARD MONTGOMERY CLUSTER

elementary capacity in the cluster, the date for completion of this addition will be recommended in the FY 2013–2018 CIP in fall 2011. Relocatable classrooms will be utilized until the cluster-wide elementary school capacity plan can be implemented.

Capital Project: Restroom renovations are approved for this school for completion in the 2013–2014 school year.

College Gardens Elementary School

Non-capital Solution: In order to address the projected over-utilization at College Gardens Elementary School, the Chinese Immersion program, currently located at the school, is recommended to be relocated to the new Richard Montgomery Cluster Elementary School #5 (at the site of the former Hungerford Park Elementary School) when the school opens. The timing of the opening of this new school will be recommended in fall 2011 as part of the FY 2013–2018 CIP. Relocatable classrooms will be utilized until this program is reassigned.

Ritchie Park Elementary School

Capital Project: Projections indicate enrollment at Ritchie Park Elementary School will exceed capacity by more than four classrooms throughout the six-year planning period. An FY 2010 appropriation was approved for facility planning funds to determine the feasibility, scope, and cost for a classroom addition. This feasibility study has been completed. As discussed above, in the Cluster Planning Issue section, if an addition is recommended as part of the comprehensive plan for elementary capacity in the cluster, the date for completion of this addition will be recommended in the FY 2013–2018 CIP in fall 2011. Relocatable classrooms will be utilized until the cluster-wide elementary school capacity plan can be implemented.

Capital Project: Restroom renovations are approved for this school for completion in the 2015–2016 school year.

Twinbrook Elementary School

Capital Project: Projections indicate enrollment at Twinbrook Elementary School will exceed capacity by four classrooms or more by the end of the six-year planning period. An FY 2011 appropriation was approved for facility planning funds to determine the feasibility, scope, and cost for a classroom addition. As discussed above, in the Cluster Planning Issue section, if an addition is recommended as part of the comprehensive plan for elementary capacity in the cluster, the date for completion of this addition will be recommended in the FY 2013–2018 CIP in fall 2011. Relocatable classrooms will be utilized until the cluster-wide elementary school capacity plan can be implemented.

Capital Project: Restroom renovations are approved for this school for completion in the 2014–2015 school year.

Richard Montgomery Cluster Elementary School #5 (Hungerford Park site)

Capital Project: Elementary school enrollment projections indicate the need for a new elementary school in the Richard Montgomery Cluster. A feasibility study will be conducted during this school year to determine the feasibility, scope, and cost of the new elementary school at the site of the former Hungerford Park Elementary School, at 332 W. Edmonston Avenue in the City of Rockville. The date for opening of the new elementary school will be recommended in fall 2011 as part of the FY 2013–2018 CIP.

CAPITAL PROJECTS

| School | Project | Project Status* | Date of Completion |
|----------------------------------|----------------------|-----------------|--------------------|
| Julius West MS | Classroom addition | Proposed | TBD |
| | Restroom renovations | Approved | SY 2011–2012 |
| Beall ES | Classroom addition | Proposed | TBD |
| | Restroom renovations | Approved | SY 2013–2014 |
| Ritchie Park ES | Classroom addition | Proposed | TBD |
| | Restroom renovations | Approved | SY 2015–2016 |
| Twinbrook ES | Classroom addition | Proposed | TBD |
| | Classroom addition | Approved | SY 2014–2015 |
| Richard Montgomery Cluster ES #5 | New school | Proposed | TBD |

*Approved—Project has an FY 2011 appropriation approved in the FY 2011–2016 CIP.

Programmed—Project has expenditures programmed in a future year of the CIP for planning and/or construction funds.

Proposed—Project has facility planning funds approved or recommended in the FY 2011–2016 CIP for a feasibility study.

Recommended—Project has an FY 2012 appropriation recommended in the Amended FY 2011–2016 CIP.

RICHARD MONTGOMERY CLUSTER

Projected Enrollment and Space Availability

Effects of the Recommended Amendments to the FY2011–2016 CIP and Non-CIP Actions on Space Available

| Schools | | | Actual | Projections | | | | | | | |
|-------------------------------------|-----|------------------|--------------------------------------|-------------|-------|-------|-------|-------|-------|-------|-------|
| | | | 10-11 | 11-12 | 12-13 | 13-14 | 14-15 | 15-16 | 16-17 | 2020 | 2025 |
| Richard Montgomery HS | | Program Capacity | 2232 | 2232 | 2232 | 2232 | 2232 | 2232 | 2232 | 2232 | 2232 |
| | | Enrollment | 2065 | 2107 | 2070 | 2031 | 1977 | 1934 | 2113 | 2200 | 2200 |
| | | Available Space | 167 | 125 | 162 | 201 | 255 | 298 | 119 | 32 | 32 |
| | | Comments | +1 METS | | | | | | | | |
| Julius West MS | | Program Capacity | 995 | 995 | 995 | 995 | 995 | 995 | 995 | 995 | 995 |
| | | Enrollment | 1039 | 1037 | 1051 | 1121 | 1214 | 1318 | 1357 | 1400 | 1400 |
| | | Available Space | (44) | (42) | (56) | (126) | (220) | (324) | (362) | (405) | (405) |
| | | Comments | -1 METS See text | | | | | | | | |
| Beall ES | CSR | Program Capacity | 526 | 526 | 526 | 526 | 526 | 526 | 526 | | |
| | | Enrollment | 714 | 763 | 802 | 824 | 822 | 835 | 815 | | |
| | | Available Space | (188) | (237) | (276) | (298) | (296) | (309) | (289) | | |
| | | Comments | Facility Planning for Addition | | | | | | | | |
| College Gardens ES | | Program Capacity | 670 | 670 | 670 | 670 | 670 | 670 | 670 | | |
| | | Enrollment | 791 | 835 | 862 | 838 | 838 | 831 | 825 | | |
| | | Available Space | (121) | (165) | (192) | (168) | (168) | (161) | (155) | | |
| | | Comments | See text | | | | | | | | |
| Richard Montgomery Cluster ES #5 | | Program Capacity | | | | | | | | | |
| | | Enrollment | | | | | | | | | |
| | | Available Space | | | | | | | | | |
| | | Comments | See text | | | | | | | | |
| Ritchie Park ES | | Program Capacity | 387 | 387 | 387 | 387 | 387 | 387 | 387 | | |
| | | Enrollment | 516 | 544 | 565 | 580 | 582 | 571 | 579 | | |
| | | Available Space | (129) | (157) | (178) | (193) | (195) | (184) | (192) | | |
| | | Comments | See text | | | | | | | | |
| Twinbrook ES | CSR | Program Capacity | 541 | 541 | 541 | 541 | 541 | 541 | 541 | | |
| | | Enrollment | 560 | 577 | 590 | 609 | 618 | 626 | 633 | | |
| | | Available Space | (19) | (36) | (49) | (68) | (77) | (85) | (92) | | |
| | | Comments | Facility Planning for Addition | | | | | | | | |
| Cluster Information | | HS Utilization | 93% | 94% | 93% | 91% | 89% | 87% | 95% | 99% | 99% |
| | | HS Enrollment | 2065 | 2107 | 2070 | 2031 | 1977 | 1934 | 2113 | 2200 | 2200 |
| | | MS Utilization | 104% | 104% | 106% | 113% | 122% | 132% | 136% | 141% | 141% |
| | | MS Enrollment | 1039 | 1037 | 1051 | 1121 | 1214 | 1318 | 1357 | 1400 | 1400 |
| | | ES Utilization | 122% | 128% | 133% | 134% | 135% | 135% | 134% | 137% | 137% |
| | | ES Enrollment | 2581 | 2719 | 2819 | 2851 | 2860 | 2863 | 2852 | 2900 | 2900 |

RICHARD MONTGOMERY CLUSTER

Demographic Characteristics of Schools

| Schools | 2010–2011 | | | | | | 2009–2010 | | |
|--------------------------|------------------|---------------------|-----------------------|--------|------------|---------|-----------|---------|-------------------|
| | Total Enrollment | Two or more races % | Black or Afr. Amer. % | Asian% | Hispanic % | White % | FARMS%* | ESOL%** | Mobility Rate%*** |
| Richard Montgomery HS | 2065 | 4.0% | 15.5% | 25.0% | 20.4% | 34.7% | 17.9% | 6.5% | 10.7% |
| Julius West MS | 1039 | 5.0% | 17.9% | 19.6% | 25.1% | 32.1% | 27.2% | 6.7% | 11.7% |
| Beall ES | 714 | 6.6% | 14.1% | 26.5% | 16.1% | 35.7% | 25.2% | 18.5% | 12.4% |
| College Gardens ES | 792 | 6.9% | 15.3% | 25.4% | 11.2% | 41.0% | 11.1% | 13.0% | 12.8% |
| Ritchie Park ES | 516 | 4.3% | 10.5% | 20.9% | 17.4% | 46.9% | 12.5% | 13.2% | 12.9% |
| Twinbrook ES | 560 | 3.4% | 12.1% | 17.5% | 53.6% | 11.8% | 65.8% | 51.9% | 14.4% |
| Elementary Cluster Total | 2582 | 5.5% | 13.3% | 23.1% | 23.0% | 34.4% | 27.3% | 23.2% | 13.1% |
| Elementary County Total | 68051 | 4.7% | 20.2% | 14.4% | 26.8% | 33.4% | 34.1% | 21.2% | 12.7% |

*Percent of students approved for Free and Reduced-priced Meals Program (FARMS).

**Percent of English for Speakers of Other Languages (ESOL). High School students are served in regional ESOL centers.

***Mobility Rate is the number of entries plus withdrawals during the 2009–2010 school year compared to total enrollment.

Native Hawaiian/Pacific Islander and American Indian/Alaskan Native categories total less than 1% and were therefore excluded from the table.

Program Capacity and Room Use Table

(School Year 2010–2011)

Program Capacity and Room Use Table

(School Year 2010–2011)

| Schools | Grades Served | Capacity (HS @90% MS@85%) | Total Rooms | Support Rooms | Regular Secondary @25 | Regular Elementary @23 | CSR Grades 1–2 @17 | Pre-K @20 | Pre-K @40 | HS @20 | CSR KIND @15 | KIND @22 | ESOL @15 | METS @15 | Special Education Programs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------|---------------|---------------------------|-------------|---------------|-----------------------|------------------------|--------------------|-----------|-----------|--------|--------------|----------|----------|----------|----------------------------|---------------|--------------------|-------------------------|---------|--------------|---------|----------|---------|--------|-------|--------|------------|---------|--------|---------------|-----------|--------------------|-------|---------|-------------|---------|------------------------|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | | | | | | | School Based | Cluster Based | Quad Cluster Based | County & Regional Based | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | SEC LAD@15 | HSM @13 | ELEM LAD @13 | ELC @10 | LANG @12 | LFI @10 | SCB @6 | AAC@7 | AUT @6 | BRIDGE @10 | DHOH @7 | ED @10 | EXTENSIONS @6 | LD/GT @13 | SPECIAL SCHOOLS @6 | PD @7 | PEP @18 | PEP COMP @6 | SLC @10 | VISION (Elementary) @7 | OTHER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Richard Montgomery HS | 9–12 | 2232 | 102 | | 96 | | | | | | | | 1 | 1 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Facility Characteristics of Schools 2010–2011

| Schools | Year Facility Opened | Year Reopened Mod.* | Total Square Footage | Site Size Acres | Adjacent Park | FACT Assess. Score | Child Care** | Relocatable Class. | LTL/SBHC*** |
|-----------------------|----------------------|---------------------|----------------------|-----------------|---------------|--------------------|--------------|--------------------|-------------|
| Richard Montgomery HS | 1942 | 2007 | 311,500 | 29.05 | | 1287 | | | |
| Julius West MS | 1961 | 1995 | 147,223 | 21.3 | | | | | |
| Beall ES | 1954 | 1991 | 79,477 | 8.4 | Yes | | | 8 | |
| College Gardens ES | 1967 | 2008 | 96,986 | 7.9 | Yes | 1282 | | 2 | |
| Ritchie Park ES | 1966 | 1997 | 58,500 | 9.2 | | | | 5 | |
| Twinbrook ES | 1952 | 1986 | 79,818 | 10.5 | | | Yes | 4 | |

*Schools with a date before 1986 underwent a renovation, not a full modernization of the facility. Schools that were reopened but not fully modernized or completely rebuilt, will be included in the assessments for future modernization based on the year the school was originally opened. See Appendix K for additional information.

**Private child care is provided at the school during the school day.

***LTL=Linkages to Learning. SBHC=School-based Health Center that includes Linkages to Learning.



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

May 6, 2011

Ms. Susan Swift
City of Rockville Director of Community Planning and Development Services
Rockville City Hall
111 Maryland Avenue
Rockville, Maryland 20850

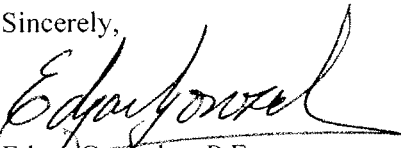
Dear Director Swift:

Thank you for the opportunity to comment on the City of Rockville's draft plan "Rockville's Pike: Envision a Great Place, An Update to the 1989 Rockville Pike Corridor Neighborhood Plan." The Montgomery County Department of Transportation (MCDOT) concurs with the three overarching goals for the Pike articulated in the plan: 1) Create a special place; 2) improve general mobility and 3) keep the area economically viable. MCDOT further concurs with the Plan's 10 General Development principles derived from the themes, as described on pages iv and v of the plan..

MCDOT's primary concern is that the City of Rockville's vision does not provide continuity to Rockville Pike as envisioned in the Adopted White Flint Sector Plan. MCDOT would like to work with the City of Rockville and the State of Maryland to develop a set of corridor-wide improvements to Rockville Pike that incorporate the vision outlined in the White Flint Sector Plan. These corridor-wide improvements will provide consistent appearance, operation, and transportation service along the Pike.

The City of Rockville's Plan raises issues regarding continuity in transportation infrastructure, as well as transportation operational issues, and design feasibility issues. The Plan poses challenges related to management of traffic both inside and outside of Rockville. Finally, this plan does not directly address accommodations for a Bus Rapid Transit (BRT) system. Any study of the Pike must assume continuity of a BRT system along MD 355 from the White Flint Sector Plan area. MCDOT's general and specific comments are shown on Attachment 1.

Sincerely,


Edgar Gonzalez, P.E.
Deputy Director for Transportation Policy

EG: ml

cc: Arthur Holmes, Director
Diane Jones, ACAO

Enclosure

Office of the Director

101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

ATTACHMENT 1

**Montgomery County Department of Transportation
Comments on “Rockville's Pike: Envision a Great Place, An Update to the 1989
Rockville Pike Corridor Neighborhood Plan”****General Comments**

1. The Rockville Plan outlines a vision for the Pike which is inconsistent, and in some cases, directly at odds with, the vision for the Pike approved in the White Flint Sector Plan. Together, the two plans for the Pike should develop a seamless vision for the broader area, while incorporating measures that address the distinct goals and concerns for each segment of the Pike. Assumptions regarding roadway cross-section, bus rapid transit, and transit operations must be, if not the same, very consistent with each other for both the White Flint Sector Plan and City of Rockville segments of the Pike.
2. The Rockville Plan does not contain sufficient information and quantitative analysis to conclude that the recommended alternatives are viable solutions. MCDOT recommends that the technical appendices include appropriate calculations, modeling, and/or other analyses to help reviewing agencies and the public to assess whether or not the recommended alternatives will operate safely and efficiently.
3. The Rockville Plan does not recognize and take into account the BRT treatment recommended in the April 2010 approved and adopted White Flint Sector Plan. It does contain numerous recommendations to offer multi-modal transportation options and promote public transit.
4. MCDOT notes that the design of Rockville Pike within the White Flint Sector has been funded by the County and the White Flint Special Taxing District. The City should not assume that Montgomery County would pay for transportation improvements within the City of Rockville. The County has a process for developing its list of state priority projects. The Pike has not been considered as part of this process. Currently there are approximately \$4 billion worth of transportation projects listed as state priorities, and improvements to this section of MD 355 are not included in that list.
5. Under current PAMR guidelines, Rockville City Development would be required to mitigate 20% of new peak hour trips. MCDOT recommends that developers in the City follow a program similar to that required for developers outside of the city. Developers could enter into a Trip Mitigation Agreement to measurably reduce peak period trips.
6. Chapter 5 discusses relocating the intersection of MD 355 and Twinbrook Parkway to a new location which appears to be in unincorporated Montgomery County. This

proposal is contrary to the County Master Plan and would negatively impact viable businesses within the County. In addition, this proposal would seem to be outside the purview of the City of Rockville's planning authority. Finally, it is not clear how the proposed realignment will "improve general circulation and pedestrian safety" asserted in the plan.

7. The Rockville Plan asserts that the existing roadway is unsafe. If such a statement is to remain, it should be supported by actual and documented crash statistics.

Specific Concerns

Pedestrian & Bicycle Safety

1. Additional consideration should be given to the safety implications of buses and cyclists using the same lane along the access road. The plan proposes that cyclists merge into the through traffic lane of the access road to avoid stopped or dwelling buses. These maneuvers may adversely impact bicycle safety.
2. The Plan doesn't discuss pedestrian movements from the parking area along the left side of the access road. Provisions for pedestrians to walk along the median to travel to an intersection need to be clearly addressed. It appears the Plan intended for pedestrians to cross the access road from their parked vehicles. Pedestrians will likely be crossing the access road at uncontrolled locations. This movement may introduce safety concerns, especially given the speed variance between buses, cyclists, and through vehicles. ADA accessibility compliance needs to be addressed for the composed configuration.
3. MCDOT recommends that the plan feature a diagram showing pedestrian movement over islands and intersections on page 5.9.
4. Under the "Summary of Recommended Transportation Improvements" a recommendation is made to "allow a walk phase concurrent with all green lights (even if the walk phase begins a warning signal or 'flashing DON'T WALK' beacon...). This mode of operation is inconsistent with Federal, State, and local standards and is not recommended. Additionally, MCDOT believes this recommendation may compromise pedestrian safety.
5. In Appendix B, the section entitled "Pedestrian Conditions" states, "[p]resently, few of the intersections along the corridor have signal timing plans that allow for safe pedestrian crossing." This statement appears to be presented as fact, and thus must be supported by an analysis of pedestrian signal timing in cooperation with MCDOT (which maintains the traffic signal system timing along Rockville Pike). Furthermore, any analysis of pedestrian signal timing should be supported with data provided by the controlling agency (MCDOT).

Geometric Layout

6. The lane use, typical section and dimensions proposed on p. 5.4 of this report are not consistent with either the standard (150' R/W) nor the alternative BRT (162' R/W) cross sections nor right-of-way recommendations for Rockville Pike found on pages 17 and 55 of the April 2010 Approved and Adopted White Flint Sector Plan.
7. While reducing the intersection spacing is an effective way to provide more pedestrian crossing opportunities through shorter block distances, the ability to maintain acceptable vehicular traffic operations should be considered along with these proposed changes. Projected queue lengths may need to be accommodated so that intersection blocking does not occur.
8. The multi-way boulevard concept proposed for Rockville Pike includes a 4'-6" median. More consideration should be given to increasing the proposed width of the median (to a minimum of 6') to accommodate ADA-compatible pedestrian refuge areas at intersections. Additionally, the potential for median treatments (i.e., context sensitive fencing and/or plantings) should be discussed for the purpose of addressing uncontrolled mid-block crossings - which was found to be a major contributing factor in pedestrian safety along the corridor.
9. The plan references the use of a "sophisticated intersection design." This term needs to be defined and thought should be given to how a "sophisticated" design impacts safety and mobility, especially for pedestrians.
10. Some of the recommendations for roadway network changes (i.e., traffic circle at Woodmont Country Club, offset intersections at Twinbrook Parkway, and intersection redesign at Edmonston Drive) should be evaluated for their potential operational impacts on Rockville Pike traffic and potential BRT operations.
11. MCDOT needs to be a party to the inter-agency discussions mentioned on page 5.7 because we operate the traffic signal system for MDOT and provide RideOn bus service along Rockville Pike. WMATA should also be invited to participate.
12. All diagrams in the Plan show heavy tree landscaping up to the intersection. This creates visibility and safety problems for pedestrians, bicyclists and drivers.

Access Lane Configuration

13. While throughput along Rockville Pike is anticipated to be improved by the addition of access roads, the capacity impacts with respect to merge/diverge movements associated with the access road are not sufficiently discussed. Given the proximity of the access road diverge to the intersection, how does typical peak period queuing impact the ability to exit the access road? Additionally, the proximity of access road

entrances to the intersection could lead to sudden deceleration within the intersection, which may impact the rate of rear-end collisions, which was assumed to be reduced by removing “standard” driveway access points. The access lanes are proposed to reduce conflicts; however the plan does not provide any discussion of new conflicts introduced by the proposed configuration.

14. The report provides a qualitative discussion of access lane operations. Of particular concern are the operations of access roads at intersections. Some of the configurations discussed are designed to limit conflict points at the intersections. However, the section entitled, “Improved Pedestrian Crossings” only addresses pedestrian safety concerns related to existing conditions. It does not adequately address pedestrian-vehicles conflicts introduced by the access road configuration, for example, ramp access, right turns from the mainline and access road, etc. The Plan needs to provide more discussion of this issue.

Traffic Signal Phasing

15. Under “Implement Engineering-Based Changes to Increase Intersection Capacity” (as well as within other sections), “re-phasing” is recommended to improve efficiency for vehicular traffic. The report needs to consider the impacts of traffic signal phasing (i.e., left turn phasing) and timing changes on vehicular and pedestrian signal operations

No New Connections across Metrorail

16. The plan does not propose creating any new connections across the existing Metrorail line, which appears to function as an impasse between the planned high-density redevelopment and existing communities. This “border” could potentially lead to the funneling of local traffic to existing intersections, thus sustaining (if not exacerbating) existing levels of congestion.

Transit (Bus) Operations

17. The recommendation to move all bus stops within 200’ of an intersection to improve pedestrian use of crosswalks must consider that major generators of transit usage that may not be near intersections (perhaps mid-block). Additionally, operation of this scenario needs to be considered with respect to the entrance and exit points of the access road.
18. The Plan recommends local shuttles. Montgomery County’s position on local shuttles is that local shuttles should be funded and operated by the private sector. The Plan would benefit from better explanation of how local shuttles might work with the other transit and planned development.

Critical Lane Volume (CLV) Standards

19. The plan proposes a new CLV standard without identifying a specific standard. Limited explanation regarding methods to address congestion, increase capacity, etc. are provided. These notions should be supported with more specific recommendations for achieving these goals, especially given a projected increase in density coupled with background traffic growth.
20. MCDOT recommends using 1800 CLV as the CLV standard for the Pike in this plan. Currently, Rockville City Policy Area has two standards, one for the Town Center, and the other for the remainder of the city. The Town Center standard is 1800 CLV and the standard for the remainder of Rockville is 1500. A portion of the Rockville Pike Plan study area includes the Twinbrook Metrorail Station area, where 1800 would apply as well.

Plan's Relationship to Transportation Policy Area Review (TPAR)

21. County Executive Leggett has recommended to Council a new Transportation Policy Area Review to replace PAMR. TPAR has been reviewed by the PHED Committee of the Montgomery County Council. Since the County is headed in this direction, it makes sense to look at the City of Rockville Plan in the context of TPAR Analysis. In TPAR, development does not pass or fail; instead an area is evaluated for transportation adequacy. There are two evaluations, one for roadways, and one for transit. When transportation infrastructure and service within a policy area is determined to be inadequate, TPAR identifies specific projects to be completed to bring the policy area into a state of adequacy. These projects are completed with the help of developer contributions generated when development proceeds.
22. Under TPAR as currently envisioned, the City of Rockville is close to adequacy in terms of transit service. The TPAR evaluation of transit service in the City of Rockville is satisfactory in terms of peak headway and span measurement. Transit coverage, the percent of an area served by transit, is at 79.0%, just slightly below the standard of 80% coverage.
23. As a designated Urban Policy area, The City of Rockville has inadequate roadway capacity under TPAR. Specifically, the forecasted 2020 development together with the existing and programmed facilities does not meet the adequacy standard for roadway service. This inadequacy designation will be reduced or eliminated if the TPAR standard for an Urban policy area level of service is changed to midpoint LOS E, rather than LODS D/E. This change in the standard is currently under consideration.

Plan's Relationship to Bus Rapid Transit (BRT)

24. The City of Rockville Plan does not provide for Bus Rapid Transit (BRT). The design of the multi-lane boulevard for Rockville Pike outlined in the plan conflicts with the County's vision for BRT along the Pike in White Flint. The Plan should include an explanations and sketches of how BRT could fit with this Plan
25. The County BRT study examined two BRT corridors along MD 355. One corridor is located to the north of the Rockville Metrorail Station and one to the south of that station. The BRT envisioned for the southern segment is a two-way BRT system, preferably in the median of the roadway or along the curb lanes. The City of Rockville Plan does not make provision for either scheme. The Rockville Plan positions the bus lanes on the local access roadway, in the same lane as the bicyclists. Buses are required to join the main roadway just prior to intersections, and then revert to the local roadway after passing through intersections. This arrangement will not work with a BRT system with high passenger volumes and headways of 2 to 3 minutes with .5 mile station spacing.

Non-Auto Driver Mode Share (NADMS)

26. The Plan does not explicitly state Non-Auto Driver Mode Share (NADMS) Goals. To maintain the integrity of the transportation corridor, MCDOT recommends that the NADMS goals in the City's segment of the Pike be comparable to those in the White Flint Sector Plan, and explicitly stated in the Plan. NADMS goals could be used as triggers for staging development in Rockville, as they are used in White Flint. It should be noted that the City's segment of the Pike includes two Metrorail stations, while White Flint Sector has one station.

Parking Reductions

27. The recommendation to require parking reductions should be accompanied by a comprehensive parking plan to ensure that parking "spillover" does not occur in the surrounding communities. Any parking reductions should be implemented in concert with a zoned parking strategy.
28. The Plan indicates support for reducing parking requirements and encouraging shared parking. The Plan must provide a clearer explanation of how exactly that would be accomplished. (It may be detailed in the Form Code but a more thorough explanation of how this works should be included in the plan itself.) For example, on page 7.9, item E 2.2 Pursue Parking Management Initiatives states the City should "change the focus of the parking requirements specified by the Rockville Pike District Form Code by adding the option of payments toward shared facilities, especially parking structures."
29. Rockville should consider taking proactive role in providing shared parking facilities, either through development approval process or with some of the funding approaches discussed as a way of providing other public facilities. For example, in-lieu

contributions by developers could include construction of, or contribution to, shared public parking.

30. Parking supply and cost are key underpinnings to TDM efforts. These elements need to be more clearly addressed in discussions in the plan.
31. The Plan should provide more extensive discussion of the need for parking charges and where and how those could be implemented. Parking charges present an opportunity to help fund some of the congestion management efforts.

Congestion Management

32. The Plan recommendation for the formation of a Transportation Management Association (TMA) as a membership organization may be of greatest interest to major development and landowner interests, and of less interest to existing or smaller business. Many of the existing developments and businesses may not see the benefit of joining such an organization, particularly if membership dues are required.
33. MCDOT recommends that the City consider forming a Transportation Management District (TMD) or similar entity in lieu of a TMA. The County has found that eliminating the membership and dues requirements enables a broader range of businesses and developments to be involved.
 - a. Forming a Transportation Management District (TMD) or similar entity (vs. the membership-driven TMA) enables provision of services to all businesses, employees, and developments within the area, regardless of standing with the organization.
 - b. Funding for a TMD can be provided through other mechanisms besides membership dues, including other types of fees or charges applied to developments, or other in-lieu contributions, parking charges or parking taxes as discussed in the plan.
 - c. A TMD (non-membership) approach would enable the effort to get started and gain participation more quickly, as it would not be entirely dependent upon development or redevelopment interests. It would also have a better chance of obtaining more broad-based participation, especially by smaller businesses and landowners. Participation could also more readily be mandated through various mechanisms.
 - d. The City must play a dominant role in forming and guiding the Transportation Management Association (TMA) recommended in the Plan or possibly a TMD. The language regarding the recommended TMA on page 5.36 that makes it seem as though the City's role is optional and limited: "there is nothing that precludes a government from leading the development of [a TMA] and providing seed funding for its initial operations."

Use of and Expectations for Travel Demand Management (TDM)

34. MCDOT notes that TDM strategies are most effective with office developments, where employees tend to have regular working hours and commute primarily during peak periods. TDM can be much more challenging to implement effectively in areas like the City of Rockville's segment of the Pike, where retail employees' work hours are often staggered, off-peak, and not confined to a set schedule (i.e., often vary week by week) – and where turnover among employees tends to be greater. This is not to say TDM cannot be effective with a large retail employment component. Projections of the effectiveness of a TDM should take into account the significant retail component of the Pike. The extent to which employers and developers, voluntarily or through mandates, provide higher-level TDM strategies such as transit subsidies and market-rate parking charges will determine the effectiveness of this effort over the long run.

Key TDM Elements

The following TDM elements should be reflected or at least referenced in the plan, given that the Plan goes into a fair amount of detail regarding future building and development form:

35. Bike Sharing: Consider the provision of bike sharing stations throughout the corridor. Bike sharing docking stations placed at transit stations, other transit or development nodes and at 1/4 to 1/2 mile intervals throughout the corridor in locations convenient to major buildings and facilities will help promote use of this mode. This can provide an important alternative for connections with transit and among uses along the Pike. The City could consider using TMD funds to provide and/or enhance a bike sharing system.
36. Specialized Parking -- Require new development to provide several additional specialized types of parking to promote alternative modes. These could include:
- a. Carpool and vanpool parking spaces in highly visible, preferentially-located areas proximate to each building.
 - b. Electric car charging stations accessible to regular commuter and visitor parking areas
 - c. Designated areas for taxi stands near transit stops and at other high-density or high-demand locations. Taxis can be an integral part of the transportation and circulation network for an urbanized area. Ensure taxi stands are well-lit and located in active areas.

Building Design to Promote Use of Transit

37. Orient the main entrances of buildings to transit and the primary arrival paths of transit riders, pedestrians, and bicyclists – not automobiles. Buildings should not have rear exposure to transit facilities.
38. Design building frontages/lobbies to provide two-way visibility for shuttles and transit vehicles, as well as taxis, etc. To compete with the private auto it is important

that passengers be able to wait comfortably inside climate-controlled, lighted lobbies and still be able to get to their bus, shuttle, taxi, etc. Providing design that enables those passengers to see their bus or vanpool coming and to enable the driver to see them will facilitate that, as well as reducing the need for separately-sited bus shelters.

39. Ensure height is adequate to accommodate transit vehicles (buses, shuttles) in areas where port-cocheres (covered entryways) are used
40. Display and communicate transit and other TDM Information.
 - a. Provide Real Time Signs for Transit. Specifically provide opportunity and connections for electronic (LCD) display screens and Real Time Transit Information Signs. Displays should be both external in designated locations and internal to major buildings and developments in lobbies, elevators, parking facilities, and other major gathering points. This will enable transit and other alternative mode information to more readily reach building tenants, employees, visitors, etc.
 - b. Plan for pavilions and kiosks to be provided in outdoor gathering areas to provide ongoing opportunity for information displays, assistance, and staging of outreach events. These should have electric and water connections
 - c. Incorporate display space into major developments, building lobbies and other high pedestrian activity areas, and require provision of opportunity for information displays on each level of parking facilities

Snow Clearance

41. The Plan recommends 'dual' sidewalks on Rockville Pike, one in front of the retail space and one out on the street frontage. This raises questions as to who is responsible for clearing snow on each sidewalk. MCDOT recommends that the plan address a snow clearance policy.



City of Rockville

MEMORANDUM

April 27, 2011

TO: John Tyner, Chair Planning Commission

FROM: John Telesco, Chair, Traffic and Transportation Commission

SUBJECT: Rockville Pike Master Plan: Traffic and Transportation Commission Comments

This document summarizes Traffic and Transportation Commission comments on the Rockville Pike Draft Plan and is hereby submitted by a motion, made April 26, 2011, of that Commission.

The Traffic and Transportation Commission disagrees with the Plan's call to increase the Critical Lane Volume (CLV) Standard in order to reduce the number of intersections along the Pike that exceed the CTR-determined CLV threshold. The Plan does not take issue with the validity of the current CLV Standard but simply acknowledges that this is the only way to adjust the City's adequate public facility policy to permit additional traffic. The Commission does not believe the CLV Standard or the adequate public facility policy, which are based on accepted standards, should be changed just to accommodate greater growth at the cost of gridlock. Clogged streets will stifle rather than encourage development. If a particular development is unable to mitigate its impact then it must be scaled back until it meets the City's standards. What is the point of having standards if as soon as there is a problem the standard is changed?

The Plan states that the problem with the current standard is that capacity is reserved once a development is approved even if it is not used. The Plan suggests a capacity allocation system that does not weigh reserved capacity against demand for development, if 1) a new development introduces robust TDM measures that offset its traffic generating impact; and 2) enables the City to monitor the ongoing need for infrastructure capacity and restore capacity when it is no longer being used. Such an approach ignores the fact that under current law the City cannot restore capacity if a developer waits for better economic times to fully build out an approved development. One example is the Tower Oaks development. The project was approved over twenty years ago and still is not fully developed. Unless the law is changed to allow the City to disapprove a project, the proposed system is unworkable. In addition, if a developer implements robust TDM measures that offset a project's impact, then the fact that there is reserve capacity is irrelevant. If you don't take into account the reserve capacity, however, when the older project is built the City is left with failing intersections. This is simply poor planning and should not be adopted.

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The Plan suggests relocating bus stops within 200' of intersections to facilitate access to pedestrian crossings. In the Commission's experience, a major factor in pedestrians being struck by vehicles along Rockville Pike is the failure to place bus stops near intersections. The Commission supports the Plan's recommendations but believes 200' is too far from an intersection. We suggest a standard of no more than 50'.

With regard to the two design alternatives presented in the plan, the Traffic and Transportation Commission prefers Alternative Two because of its accommodation of pedestrians and bicyclists. The Commission has reservations, however, regarding potential conflict between the proposed service lane and through traffic at intersections.